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INFORMATION REPORT INFORMATION REPORT  
CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Bulgaria	REPORT NO.	
SUBJECT	RR Facilities and Military Installations in the Ruse Area	DATE DISTR.	16 September 1955
DATE OF INFO.		NO. OF PAGES	4
PLACE ACQUIRED		REQUIREMENT NO.	RD
DATE ACQUIRED		REFERENCES	

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LIBRARY SUBJECT & AREA CODES (16)

3-02-0406	9/55
754.81	20M
755.81	20M
755.213	20M
754.01	20M
755.43	20M

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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**COUNTRY** Bulgaria

**SUBJECT** Railroad Facilities and Military  
Installations in the Ruse Area

**DATE DISTR.** 11 August 1955

**NO. OF PAGES** 4

**REFERENCES:**

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**THIS IS UNEVALUATED INFORMATION**

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Following is the legend to Enclosure A:

1. A new highway bridge over the Danube River which connected Giurgiu (N 43-53, E 25-57), Rumania, to Ruse. This bridge, opened 20 June 1954, had a single-tracked rail line. [redacted] the site of this bridge as superimposed on the overlay is correct.
2. A newly-constructed railroad bridge, built in 1953, consisted of a simple support span on sloping stone-line embankments. The bridge had a six-meter clearance at street level, was four meters wide, and had only a single-tracked rail line. This bridge was built to serve the new railroad line which crossed the Danube (Point 1). See Point 5 for details of the new railroad line.
3. A road which ran between Silistra (N 44-08, E 27-17) and Ruse. 1.
4. The approximate site of an AAA post which had not existed before 1953. [redacted] this post toward the end of 1953. A battery of four AAA guns could be seen from the road (Point 3) which was 50m away from the AAA post. The AAA guns were half buried in the earth, therefore, only the barrels and recoil mechanisms could be seen. The gun barrels were estimated to be 2.5-3m in length; the guns were believed to be German-made World War II guns. [redacted] about their

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caliber, but believed they were 50mm. The purpose of this AAA post was the defense of the newly-constructed bridge over the Danube (Point 1). The soldiers who maintained this position wore black shoulder boards. [redacted] no other AAA posts in this area. (See page 4 for a [redacted] of this AAA post and the features surrounding it.)

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5. A newly-constructed railroad line which was begun in 1953 and which was completed in the first half of 1954. This section of track was built to connect the new bridge across the Danube (Point 1) and the new freight classification and passenger station at Point 6. Although [redacted] it was double-tracked. [redacted] this section of track from the station (Point 6) when [redacted] train stopped there to take on passengers. Note that both the new highway bridge (Point 1) and the new railroad bridge (Point 2) had only a single-tracked rail line. This was pointed out [redacted] track section between Points 2 and 6 was double tracked and suggested that this section was possibly used for shunting. 2 In September 1953, while riding along the Silistra-Ruse road (Point 3), [redacted] Trudovaks were engaged in building the new railroad bridge (Point 2) and that they were working along both sides of the bridge embankments. [redacted] one battalion (approximately 300 soldiers) was building the railroad bed at that time. [redacted] at that time, this project had not yet been started, therefore, this project probably began sometime between May and September of 1953. Not only will this rail line connect the new bridge (Point 1) with the Bulgarian railroad network but it will also replace that section of track which runs along the Danube (Point 11) which is to be torn up in the [redacted] future. Although [redacted] that it was commonly known to all Ruse citizens that this section of track was to be eliminated to make room for a public park along the Danube. 50X1
6. A newly-built freight classification and passenger station which was completed in the first quarter of 1954. Work on the construction began in June or July 1953. The station was a two-story brick-stuccoed building, 30-35x10x8m, and had a gabled tile roof. The north side of the building had an eight-meter long concrete platform and had 14 to 16 rails along the side. This station housed the following:
  - a. The station administration offices.
  - b. Offices for controlling external trade which was the custom control for railroad passengers entering or leaving Bulgaria as well as for incoming and outgoing international freight [redacted] 50X1
7. Billets for border troops and their families consisted of about four or five single-story wooden buildings, 10x4x3m. These buildings were built in the latter part of 1953 for the border troops who were responsible for guarding the newly-constructed bridge between Rumania and Bulgaria (Point 1). The guard complement consisted of about 30 EM and two officers. 50X1
8. A newly-constructed railroad line which connected the new freight station (Point 6) with the passenger station (Point 9). [redacted] it was well known by everyone in Ruse that this track was to connect the new freight and passenger stations at both terminal points. 3 50X1

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9. A new railroad passenger station [redacted] in September 1954. At that time, work was almost completed [redacted] from construction workers at the station site that this project was to be completed by 1 May 1955. From observing the unfinished exterior walls, [redacted] the dimensions of the building will be 100x20x10m. 50X1
10. A European standard gauge railroad which [redacted] is not entirely double track as shown on the mosaic; [redacted] only the section which parallels the military ramp (Point 13) is double tracked. 50X1
11. A section of railroad which will be torn up to provide space for a new public park. The new railroad stations at Points 6 and 9 will replace those at Points 15 and 16 while the new railroad line at Point 8 will replace this section of track. 50X1
12. Railroad line between Ruse and Kaspichan (N 43-18, E 27-11).
13. A military ramp used for unloading supplies arriving by railroad. This ramp was 150x10m and was built of concrete. The ramp served the infantry and artillery casernes nearby (Point 14).
14. Infantry and artillery casernes. 3
15. The east passenger station was a two-story stuccoed building, 70x15x8m.
16. Passenger station called "Pristanishte Gara" (Port Station). The building was single storied, stuccoed and measured 25x6x6m.

## Enclosure A - Ruse and surrounding area

1. [redacted] for detailed information about this road. 50X1
2. [redacted] Comment: The tracing of this railroad line on the overlay represents only an approximate alignment. 50X1
3. [redacted] Comment: The alignment shown on the overlay is considered inaccurate. The topography in this area of Ruse is very flat and affords ideal conditions for railroad construction. 50X1
4. [redacted] for further information about these casernes. 50X1

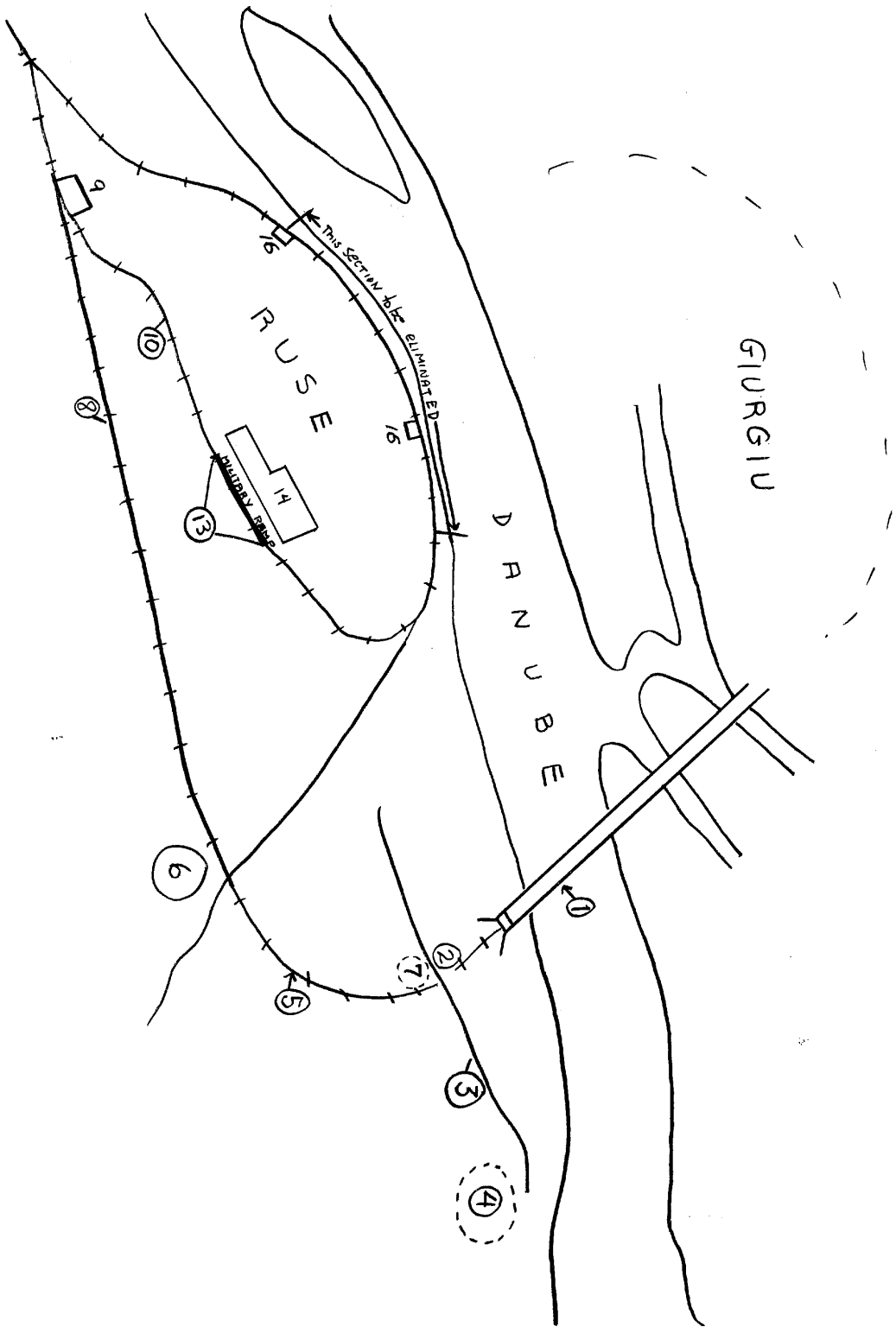
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ENCLOSURE A



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